rando In Virginia-Four Lives Lost and Many Wounded-Wreck of a Steamer. NORFOLK, Tuesday, May 10, 1853. A great tornado has passed over the lower part of Prin cess Anne County, Virginia. A number of houses were ewept off, and everything was prostrated. Four lives were

lost and many persons wounded.

The steamer Bladen, from Baltimore for Wilmington, has been wrecked on Kelly Hawk. The machinery was saved.

Southern Mail Items-Baltimore and Susquehannah Railroud, &c. BALTIMORE, Tuesday, May 10, 1253.

New Orleans papers of Wednesday last came to hand this nemoen, the Post-Office having neglected to forward them is morning. He Grande correspondence represents everything as un-

Ric Grande correspondence represents everything as un-usually quiet and peaceful in that quarter. Caravajal was still under arrest at Fort Brown. The bill authorizing the Baltimore and Susquehannah Ralload Company to extend their Roai to tide-water on Railroad Company to extend their and to day.

the Patapaco finally passed the Legislature to-day.

The seamer Paimetto, from Charleston, arrived here this afternoon. Lieut. Totten, of the Second Regiment U. S. Artillery, died on board early this morning.

The Hoosac Tunnel Project.

BOSTON, Tassiay, May 16, 1853.

A meeting was held in Fancenil Hall this evening, to advocate the Hoosac Tunnel project. Hon, John H. Wilkins presided, with twenty eight Vice Presidents and three Secretaries. Speeches were made by the President, J. C. Contaries. E. H. Derby, Col. Hadley, of Troy, and others. A reise of resolutions were adopted, including the following Resolved. That Boston, by her admirable position with respect to Maine, the Provinces the Fisher.ee, and greater proximity to the manuscrining districts and to Europe, can, by the Tunnel route, compared with New York for the induces commerce of the West, now proving with unexampled rapidity and de ly demanding new avenues. The meeting broke up about 10 o clock. The attendance was not large. was not large

Arrival of the Steamship Genova at Quebec. The screw steamship Genova, the pioneer of the new line between Liverpool and Montreal, arrived here at 3 c'cleck to-day, in a passage of twenty days from Liverpool.

Sale of Canal Lands in Illinois. The sale of Canal Lands commenced yesterday. Prairie land bringing from \$4 a \$5 per acre, and timbered \$5 a \$10, being an average of 70 per cent, above the appraisement. Movements of Southern Steamers.

SAVANNAH, Tuesday, May 10, 1352. The Steamship Florida, Capt. Woodhull, hasarrived here in 60 hours from New York.

CHARLESTON, Tuesday, May 10, 1855.

CHARLESTON, Tuesday, May 10, 1835.

The Steamship James Adger, Capt. John Dickinson, arrived here from New York at 10 o'clock last (Monday) night.

right.

NEW-ORLEANS, Tuesday, May 10, 1333.

The steamsip Black Warrior sailed from Mobile for New-York, via Havana, yesterday, full of passengers. The Cherokee leaves here to-morrow, for the same ports. Destructive Fire at Bridgewater.

The iron rolling mill and foundry of Mesars. Lazelle, Perlins & Co., at Bridgewater, was destroyed by fire, last night. Loss estimated at \$60,000. Insured for \$19,800, of which \$6.000 is at the Etns. Protection, and Hartford Co.'s, of Hartford. Non-Arrival of the Cambria. HALIFAX, Tuesday, May 10, 1853.

The Royal Mail Steamship Cambria is now in her eleventh day out, and about due at this port: but a very thick fog prevails, with rain, so that we can scarcely see a yard shead. There is, therefore, no chance for her to night. Southern Mail Failure.

BALTIMORE, Tuesday, May 10, 11
We have no mail this morning beyond Augusta, Ga.

## THE NORWALK SLAUGHTER!

LATEST INTELLIGENCE.

RECOVERY OF THE WOUNDED.

VERDICT OF THE JURY. VROM OUR OWN REPORTERS.

NORWALK, Tuesday, May 10, 1853, 10 o'clock A. M. Miss Griswold has passed a favorable night, and hopes

are now entertained that she will recover. The other injured persons are getting along very well. Mr. WHITE, one of the injured, returned home with his

Bishop's Boom Derrick will be here to-day, and the par fies who are engaged guarantee to raise the engine and ten der at one tide, probably this evening.

The Jury are deliberating, and are confidently expected to render their verdict this evening. It will probably be a

ng one, and satisfactory. Yours, &c., E.
be funeral services of the late Dr. Samuel Beach, of Bridge

port, Conn. who was drowned last Friday at South Norwalk, by the New-York and New-Haven Railroad Co., were attended at the North Congregationalist Church in that city last Sunday afternoon. The usual afternoon services at Congregationalist and St. John's Churches were omitted, and the large edifice of the North Church was filled in every part, and hundreds went away for want of even standing room. Rev. Mr. Page, Pastor of the Church of which Dr. Beach was a Deacon, delivered an impressive discourse, taking for his text Psalm xxxix: 4, and several cimilar passages. Rev. Dr. Coit, of the Episcopal Church, then prenounced a very just eulogy on the deceased, who was his family physician. Rev Dr. Hewitt participated in

Dr. Beach was 50 years of age, and having practiced 20 years in Bridgeport, he had attended on a very large number of the families in the city and vicinity, and had endeared himself to them by the faithful and skillful manner h which he had discharged his professional duties. The gathered on the occasion to testify by their presence that they had lost a friend. As a Christian Dr. Reach was ey had lost a friend. As a Christian, Dr. Beach was exemploy and devoted; as a physician, skillful and attentive; and as a citizen, ready to help on every good work. The les of no other man in that community would have been

Additional Particulars, Gleaned from Various Sources in Norwalk, during Yesterday, by Our Own Re-

NORWALK, Tuesday, May 10-104 P M. Mrs. Mary Williams, intely arrived from England, who, while struggling in the water for her life, at Norwalk bridge, lost a reticule containing £150 sterling, in gold, has gone on to New Haven to her friends; and her property, which was supposed to have been lost, has been found and re-

was supposed to have been lost, has been found and re-stered to her.

Dr Jas, G. Barrour has just been to New York with the property of Steinheimer, amounting to some \$1,500 or \$1,600; and on due proof from Mr. Goldsmith, the property has been delivered to bim.

Among the many intrepid persons who rendered noble service to the sufferers in this dreadful catastrophe, we are service to the safacters in this dreading causarophe, we are impulled to mention the name of Mr. Brock. Carrott, in particular. This gentleman was about leaving the wharf at Norwalk, to go on a shooting excursion, when this accident occurred. Immediately on seeing the cars go into the draw, he sprang into the water, and swam to a boat, which he quickly unmoored: and rowed to to the nearest car, which was partially visible above the water, and dashing through the window he drew out in suc, asson Mr. Nathan Harris, of Montgomery, Alabama, his three children, and their nurse, together with others, and put in with them for the shore, on landing, Mr. Harris embraced him, and sagardy pulling out his pocket book filled with money, offered it to him, saying, "take it, thou Savior of my children! I wish it was more: I cannot otherwise express my heartfelt gratinade." All right, sir, "said the noble hearted follow: "I don't want you to insult me, though "—and, selzing an ax, he pushed again for the wreck, and with histy blows and superhuman exertions soon made a huge hole in the car's side, led to mention the name of Mr. BROCK, CARROLL, i perhuman exertions soon made a huge hole in the car's sid and rescued as many as the boat would held, when he we forced to return relactantly to the about forced to return reluctantly to the shore with his freight of record lives, "Ah!" said he. if there had been a few more beats, and some one to manage mine. I could have got in-side the car and have drawn out a great many that I saw

ring to the surface, and sinking again to the bottom to the it was awful to see their agonized features, all wound-to and bloody, as they struggled with the energies of de-rain, for life, dear life. hap of these who were striving for life, when he left has boat full, were silent in the long sleep of death on

his return.

Ah it made me feel good," said he, "when I drew out the territed little children from the water in the car." There was early the upper part of one side above water. He was finish this strength would fail him before he could mak his good work, but said he, "my muscles felt just like steel bars, as I swung the ax, and steve in the panels."

When all was finished, and no more lives could be laved, he felt that his duty was accomplished. The many horrors he had to witness. The mangled and amed; the sgouy of bereaved relatives; and the terror-misken people, making desperate efforts to render asby acrors he had to witness. The mangiou and the agony of bereaved relatives; and the terror-people, making desperate efforts to render as-but perfectly paralized through horror, at the tent, made a deep impression on him. ent, made a deep impression on him. ink too much praise cannot be given to Mr. Car-

roll, for his noble conduct in this case. Mr. C. is a resident of Norwalk, and recently of Brooklyn, New York.

The derrick arrived in Norwalk last evening, and will be

The derrick arrived in Norwalk last evening, and will be put into requisition to morrow.

Mr. Whitk, the witness yesterday, had the pleasure of seeing his friends, (wife and sister) who came on in answer to a telegraphic dispatch received on Sanday last. The dispatch led them to believe that he was in a dangerous situation: and when the ladies came into the weiting room, they were sobbing bitterly. We had the pleasure to inform them of the safety of their relative, and words could not portray the joy which beamed on their countenances at the welcome intelligence. This morning we saw them at the depot just before leaving for home, and the quiet joy of the two as they seemed to cling more closely to each other from the recollections of the peril which her husband had so recently been rescued from, can be imagined better than described.

We saw the Conductor to-day, who is much better, though somewhat scarred.

Our Reporters are under great obligations to Mr. Warner,
Cashier of Fairfield Co. Bank, for his unremitting attention
to their wants, and endeavoring to furnish them with the
latest and most authentic information of the accident.

Miss Griswold, we are happy to say is much better; she

has conswood, we are nappy to say is much bester; she has rested well, and will in all probality recover. We inquired after her health at a late hour last evening, and learned the above. Dr. Alexander H. Stevens was in attendance on her yesterday afternoon, and entertains great hopes of her recovery.

We learn that Mrs. Fluent of Lancaster, Pa., who was killed at Norwalk, was a daughter of Mr. Along Pack. We learn that Mrs. Finent of Lancaster, Pa., who was killed at Norwalk, was a daughter of Mr. Abuer Brooks, of Fitchburgh, and was not married the evening before the secident, as stated, but last fall. She was on her way to Fitchburg to visit her parents. Her father, within faur years past, has lost three sons by accident. One was shot, last fall, at a shooting match in Fitchburg; another was drowned at the same place, at the time of the breaking away of the Ashburnham reservoir, three years ago this month; and the third was run over by a team at the same place, and killed. A few weeks ago, a fourth son narrowly escaped death from the breaking of the side props of a car full of timber; and on Tuesday last, Mr. French, a son inlaw of Mr. Brooks, had his shoulder dislocated, by being knocked off a train, while in motion, at Concord, Mass.

Public Meeting in New-Haven. Aaron N. Skinner, Mayor of

knocked off a train, while in motion, at Concord, Mass.

To the Hon, Aaron N. Skinner, Moyor New-Haven, New-Haven, the Undersigned, citizens of New-Haven, deeply impressed by the late catastrophe at Norwalk, as well as by similar events in other parts of our country, respectfully request you, as chief magistrate of our city, to invite an early meeting of our citizens, for the purpose of memorializing the Legislature of the State now in session, that they may in their wisdom adopt and prescribe an effectual system of preventive vigilance, for the greater security of human life upon our railreads.

n our railreada.
Charles A Ingersoll,
Alfred Buschman,
Charles B Ingersoll,
E Silliman, Son. & Jr.,
Charles Shelton,
S. D. Pardee,
L. Cleaveland,
Wm. B Bristol,
E T. Fitch. James Brewster, Charles Robinson, N. B. Ives, Eli W. Biake, In compliance with the preceding request, I respectfully invite the chizens of New Haven to meet at the Common Council Chamber on Tuesday, May 10, at 4 o clock P. M., to take into consideration the subjects proposed.

May 8, 1853.

A. N. Skinner, Mayor.

THE VERDICT OF THE JURY.

The Jury retired at 7 o'clock on Monday evening and after twenty-seven hours' deliberation, returned the following Verdict:

Verdict of the Coroner's Jury. NORWALK, Tuesday, May 10, 1853.

The undersigned Jurors, being duly empanelled and sworn secording to law, to inquire of the cause and manner offthe death of Sam'l Beach, Jno. C. Gray, Walter French, Norman Parker, Nathan I Ring, jr., Michael Reardon, Mrs. A. L. Des angue, Francis W. Sayles, T. M. Hutchinson, Arch'ld Welch. Ann T. Greene, Butler Wilmarth, Sam'l N. Hassard, - Har ley, a female infant aged about 4 months, Oliver Barr, D. W. Dimmock, Emeline Sheppard, Mary Tane, Ellen Goss, Ellen S. Bacon, Jacob Vandeventer, Wm. C. Dwight, Jos. M. Hill, John Henry Lehrs, Mrs. J. M. Fluent, Anna R. Lang, John Moss, Francis Harley, Beverly Parker, Miss Mary E. Robbins, James M. Smith, Robert Stonham, Alice Carri gan, Sarah J. R. Hannah, Susan Pomeroy, Mrs. Mary E. Robbins, Mrs. G. R. Sparks, Josiah Bartlett, Abel L. Pierson, Isaac P. Colbath, Martin Tane, Julia Anderson David B. Newell, and B. F. Lozier, the death of which said persons was sudden and untimely, and the cause and nanner of which was unknown. Having viewed the bodies of the persons above named, and considered the evidence given to us, do, on our eaths, say that all the persons herein before named were drowned in the harbor of Norwalk, at the west opening of the draw in the Railroad Bridge at South Norwalk, or killed by injuries there receiv ed, on Friday, the 6th day of May, A.D. 1853, in consequence of the falling of the engine and tender and two bag gage cars, two passenger cars, and a part of another of the o'clock, A. M., express train from New-York, into the harbor at that place, they and each of them being passengers

Having thus found upon our oaths the cause and manner of the death of the persons above named, the duty imposed upon us by the law under which we act, may perhaps be onsidered at an end. But an event which has thus suddenly launched so many of our innocent fellow beings into eternity, without a moment's warning, and which has carried desolation and anguish into so many households, seems to require that the details of our investigation be stated more at length. We find, therefore, the following

The New-York and New-Haven Railroad crosses the har or of Norwalk at South Norwalk, one thousand and eigh y six feet east of the depot, upon a bridge. In the bridge ver the channel of the harbor, and one hundred and fifty hree feet from the next abutment, there is a draw, which revolves horizontally upon a central abutment, and leaves, when open, two passages of sixty feet each. This bridge was under the care of William Harford, who was in the employment of the Company as bridge tender. By the regulations of the Company, it was his duty to open the draw for the passage of boats and vessels when they desired to pass, without reference to the time when trains were due. This being supposed to be in accordance with the paramount rights of those in the legitimate use of navigable waters, and it was equally the duty of those having the management of trains upon the road to ascertain, before attempting to pass the bridge, and bere they approached so near that the train could not be stopped, whether the draw was in a condition for them to pass or not. To enable those who have the management of trains to ascertain this fact, a pole was erected upon he draw about forty feet in hight, with a cross-piece on the top, to which was to be hoisted and kept a red call about two feet in diameter, containing a red light in the night. The regulations of the Company required this ball to be kept up whenever the draw was in a condi-tion to be passed by the trains, and lowered be fore the draw was opened, or in case of acciden to the bridge, so that when the trains were ap proaching from the east or west, and those having their nansgement saw the ball in its place, they would know hat all was right; and on the other hand, if they should not see the ball in its place, they might know that the bridge was not in a condition to be passed.

This ball is visible to those running trains, and approach ng from the east, all the time after they have arrive i within half a mile or more of the bridge—the grade descend ing to the bridge at the rate of from forty to fifty feet to the mile. But it is not so when the train is approaching from

As the train emerges from the cut at the north end of the east abutment of the protection wall, which is thirty-three hundred and thirty-six feet south-west of the west abutmen of the railroad bridge; the ball is visible, and can be seen learly for the distance of three hundred feet; it is then partially obscured by an intervening tree, and cannot be again clearly seen from the train for the distance of above one hundred feet-it is then fairly in view for three hundred feet further-then it is obscured by a tree for the distance of one hundred feet-it is then visible for the fur ther distance of four bundred feet, being twelve hundred feet from the place where it is first vi sible. From this point, it remains obscured until the train has passed the depot, and come upon the highway, where it nay be seen again for the distance of fifty feet-This point is nine hundred and ninety nine feet from the draw. The ball does not sgain become visible until the train arrives at a point five hundred and sixty four feet from the draw: from this point it remains in view until the draw

If the draw is open, the north end of the draw can be see ne fifty feet sooner. At the time of this occurrence, the draw was open, and the draw-tender was just about to close it. It had been open about 15 minutes before, for the passage of the steamer Pacific. The ball was lowered be re the draw was opened; was down when the train emerged from the cut, where its absence could and should have been noted-and remained down until the train arrived and plunged in.

The train was over-due at the time of the occurrence about eight minutes; but as the draw-tender was acting pursuant to his directions, we do not find that any blame can attach to him; and inasmuch as the regulations of the Company were in this respect in accordance with the paramount rights of those engaged in navigation, we do not find that any blame can attach to the Company from the mere fact that the draw was open when a train was due. The channel of the harbor of Norwalk,

where the bridge crosses it, runs about north and south. The source of the railroad from the cut spoken of to the dépôt, and past it, and to a point 917 feet from the west abutment of the railroad bridge, is nearly north east As the bridge crosses the channel at a right angle, or nearly so, the road from that point to the bridge, nece sarily curves very much. Along the line of that curve there are buildings which hide the bridge and ball from view, as heretofore.

The Express Train to which this accident happened does not stop at Norwalk-all the other trains do. This train left New-York at 8 o'clock, its usual hour. At Stamford it wa about eight minutes behind the time. Little if any time could be gained between Stamford and Norwalk, on ac count of the grades, and it was about the same number of minutes behind time at Norwalk. It was under the man sgement of Charles H. Comstock as conductor, and Edwe W. Tucker as engineer. The rules and regulations of the Company do not make it the duty of the conductor to ob serve the signals, or look out for danger upon the road; bu that responsibility rests upon the engineer, who has charge of the locomotive. The engineer is, however, subordinate to the authority of the conductor, in relation to the time and menner in which the train shall be run. When this train emerged from the cut aforesaid, the

absence of the ball from the pole upon the bridge was observable, and could be observed most of the distance of thirteen hundred feet from that point, as heretofor stated. The engineer was at his post; the conductor i the second passenger car, and unoccupied-the taking o fare between Stamford and Bridgeport, the only places at which the train stopped, being the work of a few minutes only. The absence of the ball or signal was not noticed or, if noticed, was not heeded. The train descended the grade and passed the Dépôt, and around the curve near the commencement of which the absence of the ball was again observable for the distance of fifty feet, at the rate of not less than twenty miles per heur, and obviously with out any regard to the condition of the bridge. When it had reached within three hundred and sixty-nine feet of the draw, and in sight of it, two sudden, sharp alarms of the whistle were blown; the engineer, fireman and brakeman leaped from the train, and it rushed on with unbroken speed into the opening at the draw. There was not sufficient time to break up successfully, and the places at which the Engineer and Brakeman jumped off, indicate that it was imperfectly attempted, if at all. From the time when the whistle was blown, to the time when the locomotive entered the opening, there could not have been an interval of more than eleven (11) seconds. The engine and tender were about 40 feet long, weighed about 25 tuns, and passed in its descent, quite across the opening of sixty feet, striking against the pier on the other side. The tender followed, its after end being thrown by the momentum over and for ward, so that it fell bottom up on the engine, and against the pier. The first baggage car brought up against the pier upon the top of the tender, all being thrown to the oppositside of the opening. The second baggage car, which con tained a smoking apartment, in which were several passen gers, followed next, but got a cant, and being strongly buil fell off, little broken, to the north side of the draw, and most of them in it were saved.

The first passenger car plunged into the opening, its for ward end crushing in as it fell, and struck upon the baggage car, and its after end failing into the water below. On the top of this, fell the second passenger car, burying in the fragments and in the water, the occupants of the first pas senger car. About one-third of the third passenger car was broken off and hung over the edge of the bridge, the other part remaining upon the track, and staying the course of the two cars which were behind.

In the confusion incident to the occasion, and in conse quence of the departure of those who were able to leave t has not been possible to ascertain the number of those who were thus, in an instant, buried in the water and broken fragments of the cars, but it is supposed that over one hundred must have been plunged into the opening, including those in the smoking car.

We find that all the dead herein before named were of the number: but we have not been able, from the nature of the case, to find, and have not deemed it necessary to find, which of them were killed and which drowned.

We further find that every engineer and conductor or this road is furnished by the Company with a printed time. table, and instructions applicable to the same. And we find that the engineer and conductor on this train had been so furnished. The instructions particularly applicable to this bridge are as follows:

"All trains must run with care in approaching Norwalk River Bridge. Trains going east from Norwalk Station. will move around the curve with exceeding care; and cor ductors of trains, out of time, are cautioned about cross the bridge. They will be held responsible for the safety of

The immediate cause of this disaster was the negligence and recklessness of the said engineer.

1st. In running around the curve at a rate not less, cer tainly, than twenty miles an hoar; when, under no circumstances should it have been half that, 2d. In not discovering that the ball was down imme

diately after emerging from the cut. 3d. In not looking for the ball at the highway crossing st of the depot. 4th. In relying, as he says he did, upon the flags of the

switch tenders, when he well knew that they were not in sight of the draw, and had nothing to do with it. 5th. In not running even slower than usual w track was wet and slippery.

In addition to all this he well knew that the draw wa

required to be very frequently opened.

In not discovering that the ball was down, we think he was guilty of gross negligence. In running around the curve at such a rapid rate, and under such circumstances we think him guilty of the most criminal recklessness.

At the same time we do not think the entire responsibil ity of this disaster rests upon him.

As we have before observed, the rules of the Company do not make it the duty of the Conductor to observe the signals, nor are we prepared to say that they should. His other duties and his position in the cars are such, that

the duty, if imposed upon him, would probably be very imperfectly performed; and it may well be doubted whether would be gained by way of safety to the passen. gers, if the engineer could feel that there was another with whom he might divide the responsibility At the same time we cannot forbe at the expression of or

pinion, that every careful and predent Conductor will when not otherwise necessarily occupied, endeavor to see whether the signals are down or not. In this instance, he admits that he did not though not otherwise particularly occupied. But he must have known that the train was on his occasion, and habitually, driven round the curve wes of the bridge in utter violation of the rules of the Company and this he might and should have put a stop to.

Nor do we think the responsibility of this occurrence

tops here.

The proof before the Jury was abundant that the ordina ry speed of that train around the curve has never been less han twenty miles an hour, and, it is incredible that the officers of the Company should not, some of them, have known that the train did not, in the language of their rules move around the curve with exceeding care."

We further find that, for the protection of trains an preaching from the East, and of all trains from the West topping at Norwalk, the ball signal was sufficient; inas nuch as trains starting from the depot in Norwalk will no attain much speed before coming in sight of the bridge that they cannot be easily stopped if the draw should be open; but, for trains coming from the West, which do not top at the depot, the signal was insufficient.

But we do not mean to be understood that the Enginee was excusable in this instance, in not observing that the ball ras down. We would however, express the opinion that he signal ought to be raised above the summit of the hill on the east, that it may be more plainly seen, and also, that if this train does not hereafter stop at the depot, a man with a signal should be stationed where he can see the draw, and where he can be seen by the Engineer on the train from the vest, before reaching the depot.

In relation to the capacity of this Engineer and his employnent by the Company, we find as follows:

Said Tucker was employed as Engineer on this road abouthe time it commenced running (which was about the be ginning of the year 1849) by Mr. Mason, the then superintendent; in the winter of 1851 he was running a commutation train between New-York and Bridgeport; some time in January of that year an accident occurred in the daytime at Mamaroneck, which caused some confusion in the trains, there being at that time but a single track : some little time after the accident the train upon which Tucker was employed arrived at Portchester (which is this side of Mamaroneck), where it should have waited until the arrival of a train from New-Haven; the Conductor insisted that the train should go on to Greenwich; Tucker objected; but the Conductor assured him that he had sent forward a verbal message to the conductor of the other train, and that it would be all right. He accordingly went on, and a collision was the consequence. The company recognized the conductor as n authority, and did not consider the engineer to blame. For six or eight months after the collision he remained

the service of the Company, but not asengineer-not being able to pera rm the dutie s of that office, in consequace of injuries received at the time of the collision. He then received from the Company a year's salary, and went to California, whence he returned not long since. Not quite two months ago he was again employed as an engineer by Mr-Whistler the present Superintendent, not to take charge of any particular train, but to relieve other engineers as occa-sion might require. On the afternoon of the 5th inst. he took charge of this train for the first time, from New-Haven to New-York-consequently this was his first trip up on it. Whether he had ever before been on any other than a

way train does not distinctly appear. It did not appear that this engineer had, on the morning of this fatal occurrence, been reading a newspaper white the train was under way, but masmuch as it was preved before us by the fireman that he has seen other engineers doing so, we cannot permit such a practice to pass without the severest condemnation. If there is any one man who, of all others, is bound to give his undivided attention to his business, it is him upon whose constant vigilence the safety of so many precious lives depends. He has no right to presume that because his track is clear for the time being, it will necessarily continue so another moment, or that some accident may not happen to his train, requiring in an instant the exercise of all his powers, both of body and mind.

Several rumors have obtained circulation in regard to di. rections given by the conductor to the engineer, as to the rate of speed at which he should pass through Norwalk on the morning of this accident, but after the most careful inquiries which we have been able to make, we do not hesi tate to pronounce them mere fabrications.

The Legislature now in session, having appointed a committee to investigate this matter and report thereon, we do not feel called upon to make any recommendations to that hoporable body

HENRY SELLECK, Foreman,
JAMES G. BARBOUR,
THOMAS WARNER, 1s.,
FREDERICK BELDEN,
CHARLES FITCH,
F.ST. JOHN LOCKWOOD,
FREDERICK BRADLEY,
FREDERICK BRADLEY,
FREDERICK BRADLEY,
FREDERICK BRADLEY,
FREDERICK BRADLEY,
FREDERICK BRADLEY,

We are happy to learn that Geo. F. Hotohkiss, of Southington, Conn., heretofore reported as one of the victims of the recent slaughter at Norwalk Bridge, is safe He left the train at Stamford, and consequently escaped the fate of his unfortunate fellow passengers.

ANOTHER RAILROAD SLAUGHTER.

Collision on the Paterson Railroad .- Four Men Dangerously Wounded. Between 8 and 9 o'clock on Monday evening, a collision

took place on the Paterson Railroad, about a mile from Bergen Hill, between the Paterson emigrant train going west, and the Erie express train coming east, by which two men were fatally injured, and others wounded. The locomotives dashed against each other, and were

completely smashed; the tender of the Express Train was driven back into the baggage-car, destroying the car and much of the passengers' baggage. Immediately, as the engineers and firemen perceived that a collision was inevitable, they jumped off the train and escaped without injury. Four brakemen however, named Harrison, Van Kleet, Griffin and Farrell O'Gars, were seriously—and two of them, it is feared, fatally—injured. The greatest sufferer by the calamity is O'Gara, who had his right leg smashed, and his left foot severed from the leg. The party whose injuries were next in severity to those of O Gara, was Van Kleet, who had his leg smashed to pieces. He has a wife and two children living in Jersey City. Griffin has a leg broken. The injuries of Harrison are internal; he has no bones

Of course the greatest consternation prevailed among the passengers, none of whom, however, were injured. The Day Express Train should have reached Jersey City at 8 35, but it was detained about 21 hours, not arriving at the depot till 11 o'clock.

appears from the statement of Mr. Seth Geer, Conductor of the express train, that he was running on time, wh he met the Paterson train, which ought to have remain on the double track in Bergen cut, until the express train had passed. On the other hand, Mr. Gale, the Conductor of the Paterson train, alleges that he was not aware of the new time-table, and accordingly run on the old time; and not meeting the express train on the double track, believed he had a right to the road, hence the collision which took

place at sixteen minutes past eight o'clock, according to the time of Conductor Geer

Immediately after the collision, the conductors of the express train telegraphed to the depot for assistance, and for a locomotive to bring the train to the city. The only medical gentieman who happened to be on board the cars was Dr. Pavid Ward, of Hornellaville, Steuben Co., N. Y., who bound up the wounded limbs, and rendered all the aid

On the arrival of the train at Jersey City, the conductor produced wagons for the conveyance of O Gara and Van Kleet to the New York City Hospital.

ACCOUNT BY A PASSENGER.

NEW YORK CITY, May 9—1 P. M.

Sin: In coming from Paterson, New Jersey, last night, by the thirty-five minutes past seven o'clock train, within half a mile of the other side of Bergen Corner, I was nair a mile of the other side of bergen corner, I we nearly thrown from my seat by a violent concussion, it lowed by a second, and then a sudden stoppage. On a covering myself, I found the front part of the car I was had been driven completely through the next car. I gout on the track as quickly as I could, and on walking t wards the engine, found that a train had met her coming from Jersey City, and had made her a complete wreck, scattering our engine and tender on every side. The first two curs in either train had been driven into the next, and

everything appeared a complete wreck.

The two engineers, on seeing a concussion unavoidable, had turned off their steam and jumped off, but two breaksmen were not so fortunate, one had one leg taken off above the ancie and the other smashed between the cars, the other poor fellow hadhis thigh apparently broken. A passen-senger also had his leg broken in the down train. Many senger also had his leg order in the down train. Many others suffered from being thrown amidst the wreck, and were terribly cut. It appeared from what I could glean of the cause, that a new time bill had been issued this morning, altering the time of arriving and starting.

Our engineer (the 6-45 from Patterson) had notice of it, but the engineer of the down train (an emigrant train to

take in passengers at Ramapo) had no notice of it or he

said he had not.

The consequence was, that instead of stopping at Bergen Corner, as he ought to have done, till we had passed, he came on, was four minutes ahead of his time, and two trains met one another, each going at the rate of upwards of twenty miles an hour. Providence ordained that the accident was not so serious as it might have been, but that is not the fault of the railway Directors or its employees. I only know if it had occurred a mile further on, or our train had been four minutes behind its time, too, we should have had another Norwalk. When is it to stor! Some have had another Norwalk. When is it to stop! S farmers who lived a mile and a half from the spot, h the concussion, and hurried to the spot. They said the same kind of accident had occurred there about the same time last year. Yours, respectfully, E. A. S.

The Wounded not Expected to Live. Farrell O'Gara has his left leg out off, and right leg and

thigh broken.

James H. Van Kleet has his left leg and thigh broken. beside other severe wounds. At 1 o'clock on Tuesday afternoon it was not expected that

either would recover. KILLED on the Boston and Worcester Railroad, in

Westboro', Mass., on Sunday morning, 8th inst.—an Irishi man, by name, John Holmes. The result of the inquest. thus far, shows that in company with a lad, he went to Worcester on Saturday, obtained rum,-returning home in the night, left the lad.—lingered on the track, finally discovered by the Engineer of the New-York Steamboat Express Train. passing round a curve, but too late to stop the cars. He was lying with his neck across the rail-of course, horribly mangled.

THE ACCIDENT OF THE NEW-BEDFORD AND TAUNTON BRANCH RAILROAD.— The Boston Journal has some further particulars in regard to this accident. The report that the cars were precipitated down an embankment thirty feet was greatly exaggerated, as the embankment where the ac-cident occurred is not more than ten feet in hight. The cars were badly damaged, but very fortunately no one was

cars were badly damaged, but very tortunately no one was seriously injured.

We learn that the name of the young man mentioned as seriously injured, was Davis. He belonged in Fall River, His recovery is doubtful. His lower limbs were thought to be entirely paralyzed. He was taken to Taunton for medical assistance. The axle was a new one, and used for the first time on Saturday. The loss of the company by the accident is estimated at \$5,000. The New Bedford Mercury says "this was an accident which no possible prudence could prevent, and one of those rare cases in which no blame strakes to anybody."

says "this was an accident which no possible prudence could prevent, and one of those rare cases in which no blame attaches to anybody."

Another of the injured was Thomas S. Hathaway of Somerset Mass. His face was shockingly mangled, and he will probably lose the use of one leg. He was taken to Providence, where he has friends. Offiver Lewis, carriage maker, was also hert, but not badly. Two colored people belonging to Providence, a man and a woman, were injured, but not seriously.

The Atlas says: "The third and last car was displaced from the track, but not thrown down the embankment, Seventeen persons were more or less injured. Among them was Mr. John Witherell, conductor, who resides in Roxbury. His injuries are not of a dangerous nature. The cars and tender were thrown some forty feet from the track, and completely revolved three times. The rails of the track were torn up for several rods. No defect was discovered in the azletree. The engine—Ashcuthnot—is a new one, built in Taunton, and, with the tender, was believed to be the very best on the road. Among the passengers were several ladies, a portion of whom were in the second car. The locomotive was uninjured."

The New-Bedford Standard relates the following incident:

"A friend who was on board of the cars at the time of the accident on our railroad on Saturday afternoon, informs us, that after the occurrence of the accident, while the ex-

citement was at its hight, one weman, forgetful of the dan-gers through which she had just passed, and looking coely upon the chaotic mass, the wreck of matter, and the wounded and injured about her, cried out at the top of her wounded and minred about her, close or voice: "Where is my bandbox?" The box probably contained a new bonnet, which the woman feared was smashed. This was a remarkable in stance of the ruling passion. What will a woman not give for her bonnet?"

for her bonnet?"

ACCIPIET ON THE NEW-BEDFORD ROAD.—The New-Bedford Mercury of Monday morning gives the following additional particulars in relation to this occurrence: "Two passenger cars were destroyed, but the passengers, with one or two exceptions, received but slight injury. Mr. Wetherell, the conductor, was a good deal bruised, and a young man, named Davis, of Fall River, was so badly injured, that his recovery is doubtul. His lower limbs were thought to to be entirely paralyzed. He was taken to Taunton for regdical sensitions. The axis was a new one, and used for to be entirely paralyzed. He was taken to Taunton for medical assistance. The axle was a new one, and used for the first time on Saturday. The less of the Company by the accident is estimated at \$5.000. The locomotive was uninjured. This was an accident which no possible prudence could prevent, and one of those rare cases in which no blame attaches to anybody.

The Providence Journal says: "That it is little short of a miracle all in the train were not killed. Sevention.

The Proceedings Journal says: That is such such as miracle all in the train were not killed. Seventeen persons were injured, only two severely. Thomas S. Hathaway, of Somersett, Mass, who is here on a visit to his friends, was very hadly hurt. He was brought to the City, and is doing as well as could be expected. His face was shockingly as well as could be expected. His face was shockingly mangled, and he will probably lose the use of one leg Cliver Lewis, carriage maker, was also hurt, but not badly Two colored people, belonging to this City, whose names we did not learn, a man and a woman, were in

## RAILROADS AND DISASTERS.

Public Opinion as Expressed by our Correspondents.

Timber Railroad Trains. To the Editor of The Tribune :

To the Editor of The Tribune:

Sin: Permit me to suggest, as a remedy for the destruction of life on Railroads, that the Law shall restrict the speed of travel to some limit—say 20 miles per hour—imposing for violations a money penalty on the Company and the discharge of the guilty Engineer. If the Governors of the several States of Massachusetts, Connecticut, Rhode Island, New-York, New-Jersey, Ohio, Pennsylvania and Marshard aboutle correspond on the proposition of each Maryland, should correspond on the proposition of each recommending such legislation, the probability is each State would enact a uniform statute. This would restrain the several rival companies leading from the Atlantic to the West, and cause them to make good time on the safe parts of the road, so as to pass bridges, high embankments, &c., at a slow speed—say six miles per hour, and yet average the extent of speed allowed by law. If the Engineer had lessened his speed when approaching the bridge at Nor-walk so as to pass at this slow rate, he could have stopped the whole train when he discovered the draw was up. I think the above is a practical remedy. We non-concur. 1. Because it would be impossible to

detect and prove violations of this rule. 2. Because there are long stretches of Railroad (double-tracked) where thirty miles per hour is a safe rate of travel-safer than ten miles on other parts of the same Road. 3. Because a train is often accidentally detained and thrown behind, so that the safest course for all parties is to run at high speed so as to reach the next turn-out before a meeting-train is due at that point. We have no oblection to a legal regulation of speed, but the rate proposed is too arbitrary and in some cases too slow. [Ed-

Safe Railroad Travel.

Sale Railroad Travel.

To the Editor of The N.Y. Tribuse.

Sin: Let rails be laid, with cars drawn by horses through great lines of travel. Tens of thousands of persons who will not go by steam, either by land or water, will fill the horse cars. Each relay of horses can travel 20 miles a day, at something near ten miles an hour. So that one may go in a day 160 miles and sleep eight hours; he can stop sown here in five seconds, view scenery, and be as safe as where in five seconds, view scenery, present borse-car track of Sixth and Eighth-avs. H. M.

No Sir! Ten miles an hour won't do. There is no difficulty in going thirty with safety, under proper arrangements.

Legislation for Railroads.

To the Editor of The Tribune.

Sin: In view of the late Railroad calamity, the following crude suggestion has arisen in my mind. If worth anything, will you please put it where our law makers may see and heed it, it they will.

Let there be a law passed that, in case of any railroad accident resulting in death, the officers of the tra those having the locality of the road in charge, so

those having the locality of the road in charge, so far as they be directly or even indirectly concerned, be tried for mander, and be treated accordingly, on conviction.

In case of injury to person or property, from a railroad accident, let the law be so framed that upon presentation of a claim before a Commission to be appointed by the Governor of the State for the purpose, such claim being declared just by the Commission, it shall be paid within a suitable time, not exceeding sixty days, by the Company to the claimant. Claims so arising, may be made for surgeons and physicians fees, permanent injury or deformity of person, expenses and loss of time by detention from business, injury to business, injury to or loss of property, and any other jury to basiness, injury to or loss of property, and any other loss sustained that can be shown, and be considered a just

subject of claim against the company.

With regard to this Commission, it should consist of three, appointed for the occasion by the Governor, of per t pecuniarily interested in the Railroad Company, ould advertise their appointment and read ness to their appointment and read ness to

receive and consider claims.

Should such a law go into effect, and the Commission discharge its duties properly, two or three companies would, perhaps, be broken up, and then suitable men only would be selected for the lowest, as well as the highest, offices on

the road.

Railroad stocks would fall all over the country, for a time; but our necks and arms would be safer by several percentum, at least.

The Railroad Accident.

To the Editor of The N. Y. Tribune:

Siz: There is but one mode of checking the reckless Sign: There is but one mode of checking the reckless loss of life and limb now occurring every day on our rail-roads and steamboats, and that would be simple and efficive. Let Juries who give verdicts for losses of members and frightful injuries, assess such things at their true value. Few men could part with a leg for \$0,000, and yet the tenth part of that sum would be heralded through the papers as a "heavy verdict." The fact that a man has no choice in one of these wholesale slaughterings, whether he will or will not lose his member, and perhaps his life, is no reason why he should be inadequately indemnified, and if Companies will indulge in such expensive carelessness, lettern bay, and pay well. Such an accident as that near them pay, and pay well. Such an accident as that Chicago should be made to cut the Company most in fault (whichever it may prove) the half its capital. Verdiets given accordingly would do more to prevent railroad accidents throughout the Union than any other measure which the devised.

A New Kind of Railroad Conductors.

A New Kind of Railroad Conductors.

To the Editor of The N. Y. Tribone:

Six: Having had some fifteen years experience in operating railroads, I claim to know something of the requirements necessary to the good management of them, and a comfortable, speedy and safe transit for passengers, and beg leave through your valuable journal to suggest a remedy for obviating many of the most serious accidents that are becoming aimost of daily occurrence on them.

'What I propose or recommend is one additional man to each passenger train that runs at a speed exceeding twenty miles per hour—let his title be Conductor. Captain or Guard, which you plesse. (I think Conductor the most proper)—and when on duty he should have the entire control of the operations of the train, and held responsible for any avoidable accident that may occur within his jurisdiction. When the train is in motion his place should be in a comfortable seat erected on ponsible for any avoidance accelent that may occur
within his jurisdiction. When the train is in motion
his place should be in a comfortable seat erected on
the left side of the locomotive boiler, about midway
between the fire box and the smoke-pipe, with his face in
the direction the train is moving. In a conspicuous place,
near him, should be placed a time-table of all the trains run
on the Road. The Company should furnish him with a
watch, locked within a wooden case, the face only visible the winding and regulating of it be entrusted to some com-petent person authorized by them, and given to him on his departure from the principal depot. On his return he should hand it to the person from whom he received it, to should hand it to the person from whom he received it, to be wound up, examined, and adjusted if required. In his hand he should hold the signal cord, to be ready in an in-stant to sound the alarm when approaching danger. In short, his whole duty should consist in keeping his train on time, and a constant watchfulness for all obstructions that could possibly interfere with the safety of his passengers.

The requisite qualifications for this position should be

The requisite qualifications for this position should be temperance, morality, and a good common school education; and any person applying for the situation above described, who should complain of the locality of his seat, as being in a position where he would be most likely to be killed first, has no confidence in his own abilities, and is unfit for the position.

The title of the present Conductors should be changed.

The title of the present Conductors should be changed to Collector. His business should be to collect the tickets from those who have paid, and money from those who have not—see that the brakemen are at their posts—look to the comfort of his passengers, and assist all who require it out and in the cars, treat all with due respect, and impart to them any information solicited.

T. L. SMITH. them any information solicited.

Jersey City, May 9, 1858.

Railroad Accidents.

Size:—The most of your remarks on the "Norwalk Massacre" I approve of, but I think we should not pass laws to tell the Railroad Company what to do. They know already well enough what they should do. Only make it their interest to prevent accidents, and we shall hear of none in Pass the law now before the Connecticut Legislature,

reasonable man suppose that the able men who conduct our railroad corporations will place it in the power of a peor Engineer to cause a liability to fall upon the Company of perhaps \$500,000? No, certainly not. They will place on the engine (perhaps in addition to the present Engineer) a man of intelligence, and one in whom they have perfect confidence, a man of the same character and standing as the Presidence. Secretary and pay him a salary according confidence, a man of the same character and the President or Secretary, and pay him a salary account TRAVELER. Norwalk, May 9, 1853.

The New-Haves Railroad.

To the Editor of The N.Y. Tribuse.

Sire: I wish to lay before the public one specimen of the way this road accommodates the public. About one and a half years ago an association of one thousand persons purchased a tract of land lying on the New York and New-Haven Railroad, and have built up a beautiful village known as Mount Vernon; they also built a fine depot at their own expense, after which the Railroad Company gave us as little accommodation as they possibly could until last fall, when in answer to cur request for more accommodation they answered that if we would give them the depot which we had built at an expense of \$1,250, and also give them the ground on which it stood with land enough to build a freight house upon, they in return would stop a midday train through the winter and the spring, would give us all the trains that stopped at the next station (New Rochelle!) Through these premises our Association gave them what they asked for, and they in return stopped the train in the middle of the day, but now when we expected all the trains to be stopped at our place in fulfilment of their promises, they make their summer arrangement without any reference to us at all, not giving us as many trains as we have had all winter. This we feel to be a reasonable cause of compaint, and as we have applied to the officers of the Compaint wises and arm in vain, we thought it as we have had all winter. This we feel to be a reasonable cause of complaint, and as we have applied to the officers of the Company twice and again in vain, we thought it best to get you to lay our grievances before the public in hopes that the Board of Directors may be induced to take

some action for our relief.

The business at our station now exceeds that of any one on their road in this State. We receive more cash income than New Rochelle, and have twice as many commuters, and therefore think ourselves entitled to as much accompanion. modation.

Railroad Accidents-Their Causes. To the Editor of the N. Y. Tribune:

Sir: Since reading the account of the frightful accident on the New-York and New-Haven Road, I am induced to say a word on the Management of Railroads. And I. The trains are propelled at too high speed. All railroad men know this, and would be glad to run their cars more carefully, but the public compel them to attain the highest speed possible. Who will ride on a road which is even ton minutes longer than required in catting its castson careful. speed possible. Who will ride on a road which is even ten minutes longer than required in getting its passengers through? 2. The great error, in my opinion, lays in employing inefficient and reckless men to run the trains, and many of them who are in the constant habit of drinking run. I have been acquainted with many of the men employed on railroads for several years, and know the habit of drinking rum extends very widely among them; and I hold that no man is fit to be intrusted with the lives of persons who is in such habit. How can you expect care and discretion from men who habitually are drinking intoxicating liquors? Though they may not be intoxicated at the time an accident occurs, yet its use disqualities any person time an accident occurs, yet its use disqualifies any person to act with judgment and discretion. I make no charge of this kind on those running the train on which this accident occurred.
Superintendents do not well enough know their rules. In

Superintendents do not well enough know their rules. In many instances the rules of the Company are disobeyed; and Engineers and Cendustors are guilty of acts which would precure their discharge did the Superintentents know it. On many of the roads a large number of the most form themselves into a clique, or combination, and no person can live or stay long on the road if he does not join them. And should an employee report the misconduct of another it would be too hot for him to stay among them. A few years since a combination of this sort existed on one of the Railroads of this State, and became so formidable that they tried to ous the Superintendent from his office. It was the Railroads of this State, and became so formidable that they tried to oust the Superintendent from his office. It was afterwards broken up by the master spirit being killed in running a train centrary to the Superintendent's order. I once kept a daily journal of the acts of Railroad men, extending over a space of several months, with the names of the persons, dates, &c. and did I feel at liberty to give it publicity it would startle very many. When the people are ready to say that no Railroad Company shall run their cars to exceed 25 miles an hour, (which all companies would be glad to have adopted.) and that no person shall be employed upon any road who drinks the first drop of intoxicating hiquor, and the Superintendents know they have such men, then accidents of any kind will cease almost entirely. The time has now come to discuss this matter, and to take such action as will effectually prevent the wholesale slaughter which has become so prevalent. Above ali, Mr. Groeley, make all Railroads discharge every man who drinks rum.

Yours the Rand.

The Philadelphia Register makes the following state-ments, with regard to one of the principal Railroads running out of New-York City, but does not state which it is:

"A few months since we had the privilege of inspecting a diary kept by a conductor, who had been, for some time, employed on the road alluded to. He was a man who never drank intericating drinks. From this diary we learn that at one time he was riding on an engine with an engineer who had charge of a train of fifteen loaded freight cars. The engineer was drank, and, at one time, while running on a down grade, at more than double the speed prescribed for the freight train, and coming near a short curve, he spoke to the engineer to slacken the speed, according to the positive orders when rounding a curve. The engineer did not stir, and, on examination, he found him fast asleep, with a full head of steam on I He shook him so as to avaken him, and the raply of the engineer was, "I always pull her open and let her run." This was a freight train, but it was running at this terrible speed, out of time, to make up a long stop at the station, where the engineer, with other railroad operatives, took time to drink and be merry. Had the engine run off, when going at such speed, every car in the train must have been destroyed, and probably every life of the hands on board. Besides this, they were out of time, and might have met an up train, if the engineer had not a man to awaken him. The diary further shows, (giving all the names and dates) that engineers. ning out of New-York City, but does not state which it is: the engineer had not a man to awaken him. The diary further shows, (giving all the names and dates) that engineers on the passenger trains were in the same habit of drinking and getting absolutely drunk; that they had staggered to the engine which was to draw the loads of human beings, under the guide of such a man. Facts, in regard to the drinking at every station; of one engineer running up and fastening his train (freight) to the one just ahead, just before leaving a station, because too drunk and stupid to attend to his business; of the meeting and drinking, by conductors, spending in the course of Sunday \$30 or \$40, of somebody's money, and keeping up such a life whenever they met. It also discloses the fact that, of all the conductors and engineers on the road, there was not another ductors and engineers on the road, there was not another one who did not drink intoxicating drinks."

Speaking of the recent fatal railroad collision near hicago, The Aurora (Ill.) Guardian, relates this incident; Chicago, The Aurora (Ill.) Guardian, relates this incident;

"A resident of our place, Mr. Scrafford, was expecting a son home from Michigan. On receipt of news of the collision, he posted off immediately to Chicago. Arriving there he found that the dead had all been buried. One unknown young man was described. The dreas, color of hair, age, and size tally with remarkable precision. A pocket-book taken from the pocket of the unknown body was produced. It was the boy's. The father returned home to tell the story to other aching hearts, but falled to see the body. Next day he returned again to Chicago, and while in search of the Coroner met his son in the street alive and well! On comparing pocket-books, such was the similarity that it was hard to distinguish one from the other! The joy of that meeting may be better imagined than described Young Scrafford had been to Michigan for trees, and would have returned in the unfortunate train; but was too late to get on board. get on board.

A Casuality Prevented by Proper Precaution.—
The Hudson River train, due here at 101 this morning, was nearly an hour behind time. We learn from a passenger that, when a mile or two below Cold Spring, going at full speed, one of the journals of the locomotive broke, throwing it from the track. The axle, however, was provided with a "safety beam," which prevented its dropping, and the overturn and smash that would otherwise have been inevitable. After dragging a short distance over ties, the speed of the train was checked. Had the engine been of the ordinary construction, the train would probably have been thrown into the river, with results, perhaps, as terrible as those at Norwalk. [Albany Evening Journal, 10th.

Railhoad Riot.—There was a general row among the laborers on the Indiana Central Railroad last Supday, at the deep cut at Jackson Hill, five miles west of Centraville. Some person, contrary to rule, took whicky to the ground on Saturday night, and the consequence was that "all hands and the cook" got drunk, and fed to fighting. The Sheriff of Wayne County went out with a corps of deputies and arrested one of the ringleaders. He was rescued by his triends. The Sheriff then west back to Centreville, raised an armed posse, went to the scene of the disturbance, arrested and marched into town 107 of the rioters. Some were fined and some vere imprisoned, and the troubles were quelled without facther difficulty.

[Indianapole (Ind.) State Jour., 6th.

AGRICULTURAL PROSPECTS AT THE SOUTH AND WEST. -In the neighborhood of Greensboro', Ala., the weather has been too cool and dry for cotten and corn ; in Cass County, Texas, the prospect for crops is disheartening; in the in rior of Texas crops are in y most flourishing condition; in other sections of the State corn and cotton are backward; near Victoria, however, lite rains have revived the hope

South Carolins.—The contest for Congress in the District formerly represented by Mr. Colcook was quite close. We give a specimen of the voting as far as heard from:

Pass the law now before the Connecticut Legislature, making it a penalty of \$10,000 for killing a person on a railroad, and the Railroad Directors will adopt all the precautions you suggest and no doubt many others that their experience has shown them to be proper.

These gentlemen who have control of our railroad corporations are able men; their object is to make their stock as valuable as possible, in which they succeed to the satisfaction of capitalists, as any one can see by looking at the quotations of Railroad Stocks at the Exchange.

After laws like the Connecticut law are passed, does any Virginia.—The Democratic Convention was made.

District broke up in a row. No nomination was made.

The strife was bitter between the friends of Gov. Smith VIRGINIA .- The Democratic Convention in the VIIth and Mr. Barbour, but the Convention has result as the friends of the former wished. Edgar S